

West Indianapolis—  
David Cline, 128 Oliver ave.

West Indianapolis—  
David Cline, 138 Oliver ave.  
F. A. McCormack, Howard st.  
H. E. Sheppard, 121 Oliver ave.  
L. C. Hause, 115 Birch ave.  
Oscar C. Chambers, cor. Howard  
and Reisor streets.  
M'rt McKeehan, McKeehan's Hotel  
Hanhville—  
H. W. Carter,  
J. F. Craig,  
Henry Wagner.  
R. M. Faree.  
Brightwood—  
J. B. Mansfield,  
Geo. Coble, jr.,  
Elmer Shaller.

Martinsville—  
James McGee,  
A. H. Caldwell,  
Fry & Reams,  
Jacob Hart,  
William Webb,  
R. W. Matthews,  
Lewis & Cure,  
O. W. Tilford,  
Charlie Cramer,  
Marshal & Snyder,  
Heinberger & Wilson.

Bloomington—  
M. Volpert,  
Charles Alexander,  
G. M. Whittaker,  
J. B. Kirby.

Bedford—  
Horace Richardson,  
John Reath,  
M. E. Richardson,  
Joseph W. Interhalter,  
H. B. Richardson.

Spencer—  
J. W. Egnor.

Martinsville—  
James McGee,  
A. H. Caldwell,  
Fry & Reams,  
Jacob Hart,  
William Webb,  
R. W. Matthews.  
Lewis & Curo,  
O. W. Tilford,  
Charlie Cranuer,  
Marshall & Snyder,  
Heinberger & Wilson.  
Bloomington—  
M. Volpert,  
Charles Alexander,  
G. M. Whitaker,  
J. B. Kirby.  
Bedford—  
Horace Richardson,  
John Keath,  
H. E. Richardson,  
Joseph Winterhalter,  
J. B. Richardson.  
Spencer—  
J. W. Egnor,  
B. F. Sloan,  
Mason & Campbell,  
E. D. Allison,  
A. Kuerleber,  
Jarvis & Hosea.  
Rushville—  
James Geraghty,  
C. E. Plough,  
S. G. Patterson,  
E. E. Jeffery,  
John Wagoner,  
Dan Murphy,  
L. H. Havens,  
S. Stockdell,  
John Kelley,  
J. R. Puntancey.  
Shelbyville—  
L. E. Goodrich, Ray House,  
Lewis & Co.,  
W. J. Grover.  
Greensburg—  
Little Bros.,  
DeArmond Hotel,  
Beard & Green.  
Worthington—  
R. E. Bennett,  
H. Williams, Osborn House,  
Page & Haxton.  
Plainfield—  
E. W. Tindes,  
W. R. Snipes,  
Ben Worth.  
Mooreville—  
J. P. Hutton,  
M. E. Hlat.  
Taylorsville—  
J. W. Green,  
Barney McEvenue.  
Carbon—  
J. H. Troop,  
F. M. Stevenson.  
Marion—  
Alf Osborn,  
G. C. Nelson,  
W. F. Smith,  
Cliff Arick.  
Yeedsburg—  
T. H. Hoop,  
Marion Loyd.  
Jamestown—  
Tom Porter,  
Adair & Hall.  
Columbus—  
John Bruning,  
D. A. Thomas,  
Philip Trinkensluh,  
St. Denis Hotel,  
James Toohy,  
Andy Efinger,  
Frank Thomas,  
Fred Brown.  
Sommettsville—  
E. B. Searle,  
Wm. Warner & Son.

**A. B. GATES & CO., SOLE AGENTS**  
31 & 33 East Maryland St., INDIANAPOLIS.

G. W. Vansickle, 58 and 60 Clifford ave.  
Appel & Plimmer, 43 and 45 Brookside ave.  
E. H. C. Thompson, 379 Bellefontaine  
Perrine & Co., 39 Clifford ave.  
A. France, 314 Massachusetts ave.  
H. E. Hunter, 242 Bletcher ave.  
Frank Stolt, 207 Davidson st.  
J. S. Surbey, 197 and 199 Virginia ave.  
Jno. Poppa, 24 English ave.  
H. Rowdald, 517 and 519 Virginia ave.  
W. M. Meyer, 242 and 244 English ave.  
I. M. Meyers, 234 and 236 Indiana ave.  
Fred Hoffer, 305 Madison ave.  
Julius F. Reineke, cor. English ave. and Pine st.  
Crisp S. Better, 300 South Penn. st.  
Wm. Schaffer, 492 South Meridian st.  
C. Ruckelshaus, 297 North Noble st.  
Wm. Schroleuck, 905 Madison ave.  
H. C. Weiland, 380 Bellefontaine st.  
Dan Dugan, 231 1/2 West Washington  
J. H. Beckus, 240 English ave.  
H. E. Walters, cor. Rhode Island and Mich. sts.  
Roberts & Co., 177 Indiana ave.  
C. Yandes, Yandes and 9th.  
S. Menen & Ernst, 773 and 775 North Tennessee st.  
F. W. Carroll, 77 North Tennessee st.  
W. G. Ditman & Co., 774 North Tennessee st.  
Lee & Co., 54 and 56 W. 7th st.  
E. E. Smith, 826 North Illinois st.  
Schubert & Schadt, cor. Tennessee and 5th sts.  
Robinson & Bro., 205 West Ohio st.  
Ed Santo, cor. Indiana ave. and West Ohio st.  
Jno. O'Neill, Illinois and 1st sts.  
J. H. Deek, N. 10th st.  
Frank Hosbrooke, Shelby st.  
Geo. J. Hammell, Massachusetts ave.  
A. Lewis & Co., cor. Ala. and St. Clair  
A. E. Kelly, 7th and College ave.  
Mrs. Frank McLearn, College ave.  
J. D. Key, N. 10th and Alabama  
J. S. Woods, 389 North Illinois st.  
Frank T. Suiter, 1402 North Tenn.  
White Bros., 198 and 200 N. Mississippi  
D. Musman, 644 South Meridian st.  
J. H. 490 North West st.  
J. R. Whitehead, 430 W. Wash. st.  
Jno. G. Simmons, 150 English ave.  
Samuel Algeo, 272 N. Pine st.  
G. W. Bridel, 131 Dillon st.  
Louis Woerner, 152 Indiana ave.  
J. H. Woerner, 512 N. Mississippi st.  
H. Pink, 196 Indiana ave.  
R. Brattain, 150 Blake st.  
Gus Lahman, 605 North West ave.  
H. J. Maurer, 410 and 418 Indiana ave.  
G. G. Giesler, 235 Indiana ave.  
T. J. Peak, 120 Hoyt ave.  
Hedrick & Nackerhorst, 197 and 199 Shelby st.  
Jno. Shea, 200 West South st.  
Richardson & Son, cor. Ray and Maple sts.  
Chas. Wagner, 851-855 S. Meridian  
O. C. Wilgus, cor. McCarty and I  
J. A. Soltau, 104 North Davidson st.  
Lichtenberg Bros., 152 East Ohio st.  
J. Lenneman, 210 East Washington  
Grant & Kelly, 15 Shelby st.  
Chas. H. Buddenbaum, 125 Prospect  
Karn & Giesler, 251 Clifford ave.  
W. H. Nimals, 76 East Market street  
J. H. Fisher, 235 North Tennessee  
Walter Rogers, 235 N. Tenn.

Crawfordsville—J. E. Steel,  
Trinit & Scott,  
George Fritchee,  
George Brock,  
H. W. Cannard,  
Albert Muhlsen,  
W. B. Hardee,  
Brazil—W. D. Lott, Hysong Hotel,  
George Andrews,  
Charles Nevell,  
Charles Herbert, sr.  
McNutt, Wolff & Co.  
Redkey—J. W. Cultice,  
C. R. Carp,  
Rochester—M. Killen,  
G. H. Wallace.

world's ocean carrying trade will be revolutionized and permanently changed."

"Will America be benefited as much as other countries?"

"Yes, more so. The Nicaragua canal will do more to increase the American merchant marine than all other propositions now before the country. The west coast of America will not only be greatly increased, but our foreign commercial trade will increase wonderfully. New York will be the great port of the world, the way of a shorter distance to the great ports of the world, and I have no doubt that our merchants will all once seize the opportunity of this thing. The American flag has direction can be by any possibility be estimated. As a means of national defense, it is of the greatest importance, and of the greatest importance by our army and navy authorities. It will certainly double the efficiency of our navy."

"Our company is an American one, and we intend to keep the control of the great enterprise in America, where it belongs. The American government should control the canal. Many of our leading statesmen in days gone by and at the present, hold that the canal should be controlled by the American people. It is remembered that a few years ago a treaty negotiation was begun by President Arthur with Nicaragua for the building of a canal. The treaty was so simple that the treaty was withdrawn from the United States Senate by Secretary Bayard before the American had time to ratify it."

"What about the funds to put through the work?"

"The company thus far has not appealed to the public for money. The company's financial affairs that it will expend between \$4,000,000 and \$5,000,000 in order to fully demonstrate the possibility of building the canal. The company has no doubt, but you don't whatever, then, of course, we will put the securities before the public. I can only say that as long as I am connected with it no funds shall be wasted through extravagance in management, contracts with contractors or those to furnish the company with material."

"The company has already erected, at Greytown, barracks for its men, built a warehouse for the storing of the material and storage of supplies, and put up a comfortable hospital. It has now under construction an aqueduct, thirteen miles long, to carry water from the mountains to Greytown. In short, a complete and perfect organization has been established at Greytown, from which point active work will be commenced. The company is building a pier or break-water, and is rapidly pushing that to completion. The company is also dredging the harbor to a depth of twenty feet, to permit steamers of ordinary draught to come in and unload. The dredging will begin next season. The company has no doubt, but you have been obtained, the work will be commenced for obtaining a depth of thirty feet."

"The contracts have been let for the building of seventeen miles of road from Greytown to the locks and the great divide. The company has no doubt, but you have the locks and the rock-cutting can begin. The material and machinery for doing the work must be shipped into the interior of the country on the railroad. The company has the railroad is completed contracts for locks and rock-cutting will be let. The railroad is now under construction. The building the road are being forwarded to Greytown, and active work will begin by the 10th of May. In short, the company is making good progress, and the work is well forward and to demonstrate conclusively the feasibility of the route."

**The Impoverished Farmers.**

Lebanon, Pa.

To see their condition let some one who travels the country. About twenty-five years ago take a ride over it now. Contrast the present gravel roads with the mud roads of that period. See the hundreds of fine farms, the well-kept public ditch, and the old singling branches of that day; contrast the neat frame cottages with the tumble-down shacks of that period. See the fine horses, cattle and hogs of to-day with the stock then; see the carriages, bugies, surries, wagons and carts, with the horse-drawn carriages and the horse-drawn farm machinery of that day. Go inside the houses and see the conveniences and luxuries of that period. See the books and papers taken and read, and this senseless cry about the poor mortgage-ridden farmer will cease. The farmer of that period was a man of the cry, but are slandered thereby.

ought to be made now, so that no other company may invest anything further in gas plants without knowing what is expected to be done by the city. Beside

[illegible]

Mr. Sampson—But s'posen yer nei

a big some daughter, and it's a sin to  
 covet dat air gal!  
 Parson Johnson—I done told yo' dat yo'  
 did want to covet nuffin belongin' to yo'  
 neighbors.  
 Mr. Sampson—Well, s'posed dat a man  
 loves his neighbor's daughter so berry  
 bad dat he can't get no bridle dawg he'll  
 a pussion gwine to do to get ober dat  
 covetous feeling, eh?  
 Parson Johnson—Mary de gal, obcourse.  
 Putting It to the Proof.  
 Light.  
 Doctor—Madam, it's all over. Your poor  
 husband is dead.  
 Missouri Woman—Oh, no! It can't be!  
 John—(trying to rouse her husband)—John,  
 the doctor says dat a bridle dawg he'll  
 back against our life for fifty dollars!  
 Ah—(sobbing bitterly)—John takes no  
 notice. He is dead.  
 Important to Journalists.  
 Texas Sifters.  
 "I've got upon a great scheme," said a  
 Western editor, "I nearly doubled our cir-  
 culation yesterday."  
 "How did you work it?"  
 "By not doing it, sir?" Well, I just cut  
 out a paragraph in the local column of the  
 whole edition."  
 "How did that help the circulation?"  
 "Every woman in town bought an extra  
 copy."  
 In the Four Hundred.  
 New York Weekly.  
 Mr. Richfellow (with an admiring gaze at  
 the beauty of the evening, Miss Psyche)—  
 How you have improved, D'Arnoo, what a  
 delicate, cultured, spiritual beauty Miss  
 Psyche has!  
 Miss D'Arnoo (rival belle)—Yes. She re-  
 minds me of a very dear friend of mine I  
 knew at school. How I loved that girl!  
 Poor darling, she died of consumption,  
 cancer and scrofula.  
 Fully Equipped.  
 Chicago Tribune.  
 "Mr. Skoggs," said the editor of the liter-  
 ary weekly, "do you know anything about  
 navigation?"  
 "N-no, sir," replied the subordinate with  
 some codification. "Not the simplest rud-  
 ments."  
 "Good!" exclaimed the editor, delight-  
 edly.  
 "You may write me a thrilling sea story  
 of six columns for next week."  
 Modern Richelleus.  
 New York Weekly.  
 American Business Man—Now, sir, you  
 have all the details of my new manufactur-  
 ing scheme. If we succeed, we'll make  
 millions.  
 Timid Capitalist—But if we should fail?  
 American Business Man—Fail! In the  
 business of a million-dollar American enter-  
 prise there's no such word as fail—because  
 whenever a thing doesn't pay we can always  
 unload on an English syndicate.  
 At the Art Club.  
 Texas Sifters.  
 "Quill," the critic—Quill, what do you  
 mean by that word "fine" which you apply  
 to so many pictures?  
 Quill—Well, old fellow, to be candid with  
 you, I don't know how to say it, but it's merely  
 a convenient term to use when I can't  
 truthfully compliment a picture very high-  
 ly, and wish to avoid hurting the painter's  
 feelings.  
 Later.  
 Palette (displaying the latest creation of  
 his genius before the club)—What do you  
 think of that?  
 Quill (forgetting himself)—O my dear fel-  
 low, that's really fine!  
 Hint to Base-Ball Magnates.  
 Cleveland Leader.  
 "If the base-ball 'magnates' find that  
 they can no longer make large profits or  
 any profits at all, now that there are two  
 or three million-dollar American enter-  
 prises in the field, they should consider  
 moderate financial success, there will re-  
 main a broad avenue of escape from disas-  
 ter. They can sell out to some English  
 syndicate with more money than prudence  
 or business sagacity."  
 A Matter Hard to Explain.  
 Kansas City Star.  
 The able-bodied sons of Mrs. Della Par-  
 nell will be pained to learn that their mother  
 has suffered much from cold and hunger.  
 The cause of this is that she is badly en-  
 gaged in the act of saving his country cannot be  
 expected to give his personal attention to  
 her, but she must satisfy her maternal  
 duty to responsible parties.